

THE APPEARANCE OF THE CITY



VANCOUVER TOWN PLANNING COMMISSION
OCTOBER, 1947

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A PRELIMINARY REPORT
UPON
THE CITY'S
APPEARANCE

VANCOUVER, BRITISH COLUMBIA

VANCOUVER
TOWN PLANNING
COMMISSION



HARLAND BARTHOLOMEW AND ASSOCIATES
TOWN PLANNING CONSULTANTS
SAINT LOUIS, MISSOURI

SEPTEMBER, 1947

Price: \$0.25





Photograph by Leonard Frank

ONE OF VANCOUVER'S BEAUTIFUL RESIDENTIAL STREETS

VANCOUVER CITY COUNCIL
1947

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(From 1st September)

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1947

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CITY PLANNERS - CIVIL ENGINEERS - LANDSCAPE ARCHITECTS

317 NORTH ELEVENTH STREET
SAINT LOUIS 1, MISSOURI

September, 1947.

Town Planning Commission,
Vancouver, British Columbia.

Gentlemen:

In accordance with our agreement we are pleased to submit herewith our preliminary report upon the Appearance of the City. This is the final of a series of reports constituting your revised town plan.

Preceding reports contain many proposals and recommendations for improving the basic physical structure of the city which will provide for increased conveniences, efficiencies, and economies throughout the urban area. The accompanying report contains recommendations that will provide for more desirable living conditions by improving the appearance and amenities of the various physical facilities and of the many private residents, stores, and industries which they serve.

During the preparation of this report we have had the most helpful co-operation from various officials, organizations, and individuals.

Respectfully submitted,

HARLAND BARTHOLOMEW AND ASSOCIATES

By RUSSELL H. RILEY.

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INTRODUCTION

The preceeding Reports upon the many elements which make up a Master Plan have dealt with the arrangement of public services and facilities and private buildings into an efficacious and satisfactory pattern to serve a future Vancouver of approximately half a million persons. The Town Plan, to be properly balanced and complete, must show clearly how the city may be made more pleasing to the eye.

It is not enough that this future city be a smooth-functioning organism; it must be a pleasant, healthful, attractive place in which each citizen may live fully. We require more of our automobiles than that they operate efficiently and give us a maximum mileage per gallon of gasoline; they must also have a good appearance. We require more of our clothing than it be warm and comfortable; it must look well, also. Similarly the city's appearance is important as it affects the daily life of every citizen. Beauty is not a luxury. It is as important in a modern city as in the design of an automobile or the cut or style of our clothing.

Many ancient and medieval cities were designed both for the purpose of utility as well as for bringing about an imposing appearance of certain public buildings and avenues. In the planning of a modern city, as in the designing of clothing and automobiles, no attempt is made to plan for the purpose of producing visual effects alone. A well planned and well arranged city can be an attractive city. Wide boulevards for example, are a useful part of the urban structure while contributing greatly to the appearance of the community. In the overall planning of a city not only should careful attention and consideration be given to the character and arrangement of the urban area but to the design of the various individual elements such as parks, streets, and private and public structures also. The appearance of a city not only has a pronounced influence on the morale of its citizens but is the measure by which visitors are most likely to judge the entire character of the community and its people.

STATUS OF VANCOUVER

Vancouver's magnificent setting, with its wonderful mountain scenery, forested foothills and marine vistas is virtually unequalled. These are Nature's handiworks. However, the man-made city appears sordid and ugly because of the contrast with this magnificent scenic background. In general appearance much of Vancouver is an affront to its setting. Many buildings are drab and undistinguished. Some of the early structures were built of timber and a considerable number of these still survive in the downtown section and are in a very delapidated condition. The demolition of most of them is long overdue as they detract greatly from the fine modern structures in close proximity. This condition in much of the older portions presents a barren, awkward, frontier-like appearance.

By careful planning, wise forethought and cooperative effort, the general appearance of Vancouver can, and—in fact—must, be greatly improved. As the city's appearance is affected by the design and condition of each individual property, the appearance of the city as a whole is the responsibility not only of the public officials and public agencies but also of each and every private citizen.

DEVELOPMENT OF A WELL ARRANGED CITY TO MAKE THE MOST OF THE NATURAL ADVANTAGES OF THE SITE

Vancouver is located upon a site that is unrivalled from the standpoint of both interesting terrain and the views that are afforded from the site itself. The topography of the site is generally gently rolling and favourable to urban development with sufficient variety to preclude monotony. From the higher elevations to the west, south, and east, many magnificent views of the downtown skyline can be obtained. The outstanding instance of the preservation of natural beauty, of course, is Stanley Park. Marine Drive around Point Grey, of which the city secured control a few years ago, and Queen Elizabeth Park on Little Mountain are other notable examples.

The Town Plan proposes the development of a well organized and arranged city, taking the fullest possible advantage of this magnificent site. The Plan provides that the use of land in each part of the city shall be controlled according to its most appropriate function. Efficient zoning regulations, keeping each use—residential, commercial and industrial—in its proper place, will deter a haphazard and hodge-podge pattern which, in addition to its other faults, is so unsightly. Not only increased efficiency and orderliness but a more attractive community will naturally result as the Plan is gradually implemented.

ORDER AND CLEANLINESS

The keeping of all premises neat and clean contributes greatly to the city's appearance. Modern life requires the use of many varieties of material, a large amount of which is soon discarded as refuse. Refuse collection and disposal must be adequate and efficacious. The individual property owner then has no excuse for not keeping his premises clean and neat and only a small minority will fail to keep their grounds in good order.

The present method of collection of garbage, ashes, and other refuse with disposal in sanitary fills in suitable ravines and depressions in the outlying and undeveloped parts of the city has proved satisfactory. The city controls and operates all dumps within the corporate limits and no dumping of refuse in any other place except a public dump is permitted. In addition to the effect upon the city's appearance the promiscuous dumping of refuse can very easily become a menace to health.

Many restaurants and shops, especially those dealing in fruit and vegetables, are the sources of large amounts of garbage and refuse. The rear of all stores should be kept clean and tidy. Accumulation of debris in these locations not only presents a poor appearance but attracts rodents and vermin, as well.

The Zoning By-law requires junk yards to be restricted to industrial districts and, in these locations, to be enclosed with a suitable fence. There are some yards that are not fenced and in some instances the junk is overflowing onto the boulevard



Courtesy of H. D. Cleveland

JUNK YARDS SHOULD BE PROPERLY SCREENED BY CLOSED FENCES.

space of the street. Junk yards certainly do not add to the city's appearance and they should be relegated to heavy industrial districts and should also be properly screened by suitable fencing.

APPEARANCE OF PUBLIC PROPERTY

The greater portion of the city is developed by private individuals, the remainder by the various public agencies which deal with such facilities as streets and lanes, parks, schools, and public buildings and public utilities. As an example for the private citizens, public developments should be particularly well designed, constructed, and maintained. A well-appearing city, pleasing to the human senses, is dependent upon well designed developments of both types.

STREETS

Approximately twenty percent of the city's area is occupied by streets. They are the most important means of travel within the urban area and most of the city is usually seen from the streets. Therefore, proper street design is fundamental to a well-appearing city.

MAJOR STREETS. Some of the streets bearing the heaviest traffic are not only ugly themselves but frequently traverse the dingiest parts of the city. There is truly no real reason for allowing this condition to continue indefinitely. These important thoroughfares — major streets — should be designed with adequate rights-of-way to permit planting appropriate street trees, not only in front of residential property, but wherever possible, in front of commercial and industrial property also. Certain major streets should be developed as parkways, boulevards,



Photograph by Tony Archer

KING EDWARD AVENUE, WEST OF MACDONALD STREET, PRESENTS AN EXCELLENT OPPORTUNITY OF LANDSCAPING THE MEDIAL STRIP BETWEEN THE TWO ROADWAYS AT DIFFERENT LEVELS.

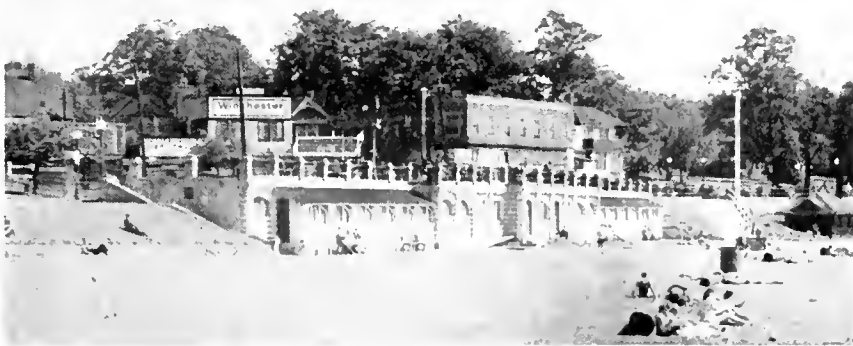
wards, or scenic drives as proposed in the Park and School Report. The proposed Vancouver-New Westminster Express Highway, when developed as now contemplated with a wide and well landscaped right-of-way, will be an unusually attractive major street. This type of street treatment will result in creating a fervent pride in the citizens and an extremely favourable impression upon tourists.



Courtesy of H. D. Cleveland

A MULTIPLICITY OF BLATANT SIGNS OF ALL COLOURS IS UNSIGHTLY EVEN IN INDUSTRIAL DISTRICTS, BUT

The concentration of commercial enterprises such as stores, gasoline service stations, tourist camps, and the like, at a few strategic locations rather than to allow them to spread sporadically along the main thoroughfares is another measure that would be helpful in beautifying the city. The Zoning By-law has been of considerable assistance in this respect but much more can be done.



Photograph by Tony Archer

. . . THEY ARE IN EXTREMELY POOR TASTE AT THE BEACHES !

VANCOUVER BRITISH COLUMBIA

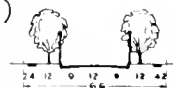
PROPOSED CROSS SECTIONS FOR DEVELOPMENT OF CITY STREETS

STREET AND ROADWAY WIDTHS SHOULD NOT BE ESTABLISHED ARBITRARILY. ROADWAY WIDTHS-(DISTANCE BETWEEN CURBS) SHOULD BE BASED UPON THE NUMBER OF LINES OF VEHICLES TO BE ACCOMMODATED, AND STREET WIDTHS-(DISTANCE BETWEEN PROPERTY LINES) SHOULD BE DETERMINED FROM THE ROADWAY WIDTH AND AMPLE SPACE FOR BOULEVARDS AND SIDEWALKS. TYPICAL EXAMPLES OF MODERN STREET DESIGN ARE SHOWN BELOW. ——— SUITABLE TREES ARE LISTED IN THE REPORT.

3-LANE THOROUGHFARES (FOR RESIDENTIAL STREETS ONLY)

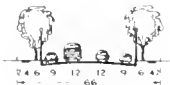


A 50-FOOT STREET SHOULD BE USED ONLY IN A RESIDENTIAL DISTRICT WHERE NO MORE THAN 3 LANES OF VEHICLES WILL EVER BE REQUIRED

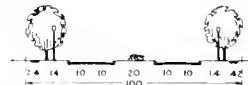


A 66-FOOT WIDTH IS MORE FLEXIBLE AND SHOULD BE THE MINIMUM FOR MOST STREETS. ULTIMATELY 4 LANES OF TRAFFIC COULD BE ACCOMMODATED IF REQUIRED

4-LANE THOROUGHFARES (FOR MAJOR STREETS)



A 66-FOOT STREET IS THE MINIMUM WIDTH FOR A MAJOR STREET. WITH 2 PARKING LANES AND 2 MOVING LANES, ITS CAPACITY IS APPROXIMATELY 475 VEHICLES PER HOUR EACH WAY

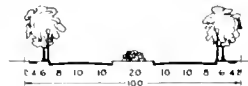


THIS 100-FOOT WIDTH IS PURELY FOR USE AS A BOULEVARD DRIVE. ITS CAPACITY IS THE SAME AS THE 4-LANE 66-FOOT STREET BUT IT COULD ULTIMATELY BE DEVELOPED TO 6 OR 8 LANES

6-LANE THOROUGHFARES (FOR MAJOR STREETS)



AN 80-FOOT WIDTH MAKES AN IDEAL MAJOR STREET. WITH 2 PARKING LANES AND 4 MOVING LANES, ITS CAPACITY IS APPROXIMATELY 975 VEHICLES PER HOUR EACH WAY

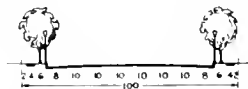


THIS 100 FOOT WIDTH IS SHOWN AS THE 6-LANE DEVELOPMENT OF THE ABOVE BOULEVARD DRIVE. ITS CAPACITY IS THE SAME AS THE 6-LANE 80-FOOT MAJOR STREET

8-LANE THOROUGHFARES (FOR MAJOR STREETS)



THIS 100-FOOT STREET IS DEVELOPED TO ITS MAXIMUM FOR A COMMERCIAL AREA. BOULEVARDS AND TREES ARE REPLACED BY A WIDE SIDEWALK. WITH 2 PARKING LANES AND 6 MOVING LANES, ITS CAPACITY IS APPROXIMATELY 1625 VEHICLES PER HOUR EACH WAY



THIS 100-FOOT WIDTH IS SHOWN AS THE 8-LANE DEVELOPMENT OF THE ABOVE TWO BOULEVARD DRIVES. ITS CAPACITY IS THE SAME AS THE 8-LANE 100-FOOT MAJOR STREET IN A COMMERCIAL AREA

VANCOUVER
TOWN PLANNING
COMMISSION
1947

HARLAND BARTHOLOMEW
AND ASSOCIATES
TOWN PLANNERS

CONTRASTS!

PRESENT

PROPOSED



KING EDWARD AVENUE, EAST OF MARGUERITE STREET



16TH AVENUE, WEST OF COLLINGWOOD STREET



Photographs by Tony Archer

ARBUTUS STREET, NORTH OF 20TH AVENUE

VIEWS SHOWING POSSIBILITIES OF IMPROVEMENT BY THE REMOVAL OF POLLS FROM CITY STREETS.

HIGHWAY ENTRANCES. It is of particular importance that the main highways entering the city present a good appearance. Suitable boulevard tree planting together with proper control of billboards and the ubiquitous blatant smaller advertising signs can do much to make these highway entrances pleasing and impressive.

POLES AND WIRES. Probably the greatest single detraction from the present appearance of Vancouver are the lines for electric power and telephone now occupying so many of the streets—even some of the city's best boulevard drives and park strips are cluttered with these unsightly poles and wires. In addition to their poor appearance, these lines are a menace to public safety, as evidenced within recent months, and they also prevent the proper growth of good street trees. On many of Vancouver's streets, trees have been horribly mutilated to keep them from interfering with wires. The following action should be taken:

1. Placing of any more pole lines on streets should be prohibited.
2. The city and the utility company should jointly prepare a programme for removing *all* present lines from streets and placing them either in:
 - (a) The lanes, which are almost universally found throughout Vancouver, or
 - (b) Underground.

Placing the lines underground would be the most desirable solution. This, however, to date has been expensive and maintenance difficulties are sometimes frequent and costly. It may be that continuation of recent improvement in cable coverings will solve this problem in the future.

MUTILATION OF STREET TREES



10TH AVENUE, EAST OF ALMA STREET



Photographs by Tony Archer

CYPRESS STREET, SOUTH OF 43RD AVENUE

STREET TREES. Vancouver's climate enables many varieties of plant material to grow quickly and easily. The city is noted especially for its flower gardens, which are found around almost every home. Under these conditions, it seems incredible that virtually no comprehensive policy of street tree planting and main-



Photograph by Tony Archer

A SPLENDID EXAMPLE OF FLOWERING STREET TREES

tenance has been instituted. A few streets are splendidly boulevarded and have fine trees, but others have either sporadic unsystematic development or no trees. This confused system largely accounts for the present unsatisfactory appearance of the city.

Originally the site of the city was a forest. Many varieties of both deciduous and coniferous trees adaptable for street tree use grow extremely well and rapidly in all Coastal areas. The city needs a comprehensive street tree programme which would result in vigorous and uniform street trees on all of Vancouver's streets in the next 25 years. This programme should consist of:

1. Establishment, under either the City Engineering Department or the Board of Park Commissioners of a city forestry division under the direction of a trained forester to be charged with all planting and maintenance of street trees.
2. Sufficient appropriations for this city forestry agency to enable it to carry out a comprehensive programme of street tree planting, removal and replacement of dead trees, and regular and systematic pruning and spraying of all street trees.
3. Prohibition of all private planting, pruning, or removal of street trees.
4. Removal of all poles and wires from the streets.

BOULEVARD LAWN MAINTENANCE. A uniform system of boulevard lawn maintenance is also very essential to good street appearance. If the city's policy that the owners must take care of the lawn abutting their properties is to continue, the city should maintain the boulevards in front of vacant lots or premises and charge the cost to the owner. One unkempt area in a block detracts from the remainder and spoils the general effect of beauty and tidiness.

PAVEMENT OF STREETS AND SIDEWALKS. Roadways and sidewalks should be paved as it is very difficult to maintain a street neat and orderly unless the travelled area and sidewalks are paved. Furthermore, no street can attain a completely finished appearance unless curbing or some other permanent form of demarcation between road pavement and boulevard is provided.

PUBLIC BUILDINGS

Public structures should be well designed, located on ample sites and have appropriate landscaped settings. If care and ingenuity are shown in the design of both edifice and grounds, public building will be a credit to the community.

Historic buildings and grounds should be preserved if possible as they are interesting and constant reminders of past associations with the pioneering of the community.

While monuments and statues have not the same public appeal and favor as formerly, those presently adorning the city should be preserved and properly tended. In the busy world of the present, citizens are prone to give little thought to the commemoration of historic events and personages. However, when citizens do feel they owe a debt to the past and desire to express suitable recognition, such recognition, when done in an appropriate manner, can add much interest to the appearance of the city. Such expression should be carried out with care and good taste. The monument, building, or historical piece should be well designed and due consideration given to the selection of a suitable site.

SCHOOLS AND PARKS

In the Park and School Report many suggestions and recommendations were made regarding proper design and maintenance of the park and school areas. Park and school buildings should be particularly well designed and of an architectural character harmonious with the residential areas they serve.

APPEARANCE OF PRIVATE PROPERTY

The greater part of the city is devoted to private buildings whose appearance is dependent upon the manner in which they are designed in relation to their surroundings and on the degree of their maintenance. Architectural design has improved considerably in recent years, particularly in regard to making the individual structures a harmonious part of their environment. This results in more attractive individual buildings and better appearing cities.

No North American city exercises architectural control over all private buildings. Vancouver, under its charter, could exercise a limited amount of architectural control through its Building Inspector and City Council. Because of the many divergent views on questions of aesthetics, architectural control of all buildings would probably not be workable nor result in any real improvement in architectural design. The city has not yet solved the many problems attendant upon proper administration of the Zoning By-law—a far more important matter. Administration of architectural control would be even more difficult than zoning.

Some cities have established Art Commissions who review designs of all public buildings and structures and designs of all private buildings fronting on certain very important parks and open spaces — such as the Civic Centre, for example. Such a Commission might well be a part of the Vancouver City government especially during the next two or three decades.

There are no public regulations which force the proper maintenance of buildings unless they disintegrate to the degree that they become a hazard to public safety, when demolition may be ordered. The city should have the power to order the demolition of unfinished and partially destroyed structures if they are not completed or restored after a reasonable time. Nothing detracts more from the appearance of a city than the presence of uncompleted or partially burned buildings standing year after year.

DOWNTOWN AREA

In the downtown business district the appearance of many automobile parking lots leaves much to be desired. Most of these are cheaply constructed and are indifferently maintained; metal coverings especially are usually badly rusted and in general disrepair. A better standard of construction, surfacing and enclosure would be timely and should be required. A greatly improved appearance would result if parking lots were screened from the street by planting or attractive walls. The appearance of the downtown area would be greatly improved by development of the proposed Civic Centre.

COMMERCIAL AREAS

Commercial buildings in the outlying or secondary business districts are usually most unattractive in spite of the fact that these shopping centres offer outstanding opportunities for the development of store groups that could be useful, attractive and efficient. In many communities it has been clearly demonstrated that it is quite feasible to design such shopping centres with a uniform architectural design, tastefully landscaped and with provision for properly screened off-street parking and service areas. In these centres a type of architecture in keeping with the residential character of the neighbourhood could be utilized. Furthermore, more restraint and conservatism in the use of advertising signs would be beneficial. The planting of shade trees in front of commercial areas would further enhance the general appearance. The outdoor on-street display of commodities for sale should be strictly prohibited.

INDUSTRIAL AREAS

Factories, warehouses, and other types of industrial buildings are usually purely functional in character and sometimes uninteresting in appearance. Where ample grounds are provided around industrial buildings and they are landscaped and kept clean and in good order, an industrial district does not detract from the city's appearance. Industrial organizations should be encouraged to so develop their properties that they will present a pleasing appearance.



Courtesy of H. D. Cleveland

ONE OF VANCOUVER'S MODERN INDUSTRIAL BUILDINGS.

SEMI-PUBLIC BUILDINGS

Semi-public buildings — institutions, churches, hospitals, private schools and the like — can add much to the appearance of the community especially if they are well designed and have ample open space and proper landscaping.

VACANT PROPERTIES

Vacant properties that are unkempt, overgrown with weeds, that contain hollows filled with stagnant water, and that are used for the dumping of ashes, refuse and junk, seriously detract from the appearance of the city. Moreover, they are a menace to public health since they usually become breeding places for rats and mosquitos. Where owners of such properties are negligent, the city should maintain them, fill the hollows, cut the weeds and brush, and remove the debris, charging the cost thereof to the owners.

RESIDENTIAL AREAS

The maintenance of residential areas in a desirable condition is largely a matter of individual action, but it can be facilitated greatly by community effort. It is in this field that property owners' associations, which should be actively interested in protecting and maintaining the character of property, can be of the greatest assistance. Individual owners would be encouraged to keep their homes and grounds in good condition for their own benefit as well as that of the neighbourhood at large.

The general attractiveness of the older and poorer residential areas in both the downtown district and those surrounding it can be gradually improved. Delapidated houses and buildings should be removed or repairs made to bring houses up to a reasonable standard.

SIGNS AND BILLBOARDS

The provision of the Zoning By-law relating to billboards and signs has improved the general appearance of the city to a large extent. Billboards should be prohibited in all but the more intensive commercial and industrial areas. No signs should be permitted in residential areas and in the local neighbourhood shopping centres only those pertaining to products or services sold on the premises should be allowed.

Vancouver has had so rapid a transformation from a small town to a large city that it has not outgrown all of the attributes of a small town. The overhanging signs in the business district are an example of this. There are now so many of these that advertising value of any one sign has almost completely disappeared. Removal of these signs, which are occupying public right-of-way, would make all the downtown streets seem much wider and greatly improve the appearance of the central business district.



Photograph by Tony Archer

ILLEGAL SIGNS ON A NON-CONFORMING STORE IN A RESIDENTIAL DISTRICT.

SMOKE

The most disagreeable feature of Vancouver, especially along the areas contiguous to the waterfronts, is that of smoke. In pre-war days, the civic authorities made a sincere and sustained effort, if not to stamp it out entirely, at least to reduce it to a practical minimum. However, during the depression years, rigid enforcement was not possible, and there was a great amount of leniency in dealing with the mill and factory operators. During the war years practically all attempts at enforcement were abandoned. Not only was the use of oil fuel very severely restricted but only inferior grades of soft coal were obtainable. In recent years the smoke nuisance has been at its worst.

The prevalence of smoke in Vancouver is not only a menace to health and a very disagreeable nuisance in both home and office owing to the deposit of carbon particles, but due to fog and the suspension of smoke therein, visibility very frequently becomes "zero", and the operation of automobiles, trucks, motor busses and trolley coaches becomes quite hazardous.

Mill burners, factories, locomotives, and heating units of hotel and office buildings all create smoke. The only manner in which this particular blight upon the city's appearance and welfare can be eliminated is by a bold and determined effort in the enforcement of the Smoke By-law. If it is ascertained that the by-law is not sufficiently adequate to attain the results that are desired by the city, it should be amended.

Of particular importance is the entire eradication of smoke in the Marpole area. In this locality it has interfered greatly with the safe operation of aircraft at the Vancouver Airport on Sea Island.

APPENDIX I.

STREET TREE BY-LAW RECOMMENDED BY COMMISSION

In 1912, the Vancouver City Council passed By-law No. 940 relating to "Boulevard and Shade Trees", which By-law was amended in May, 1917, by By-law No. 1293. In the Commission's opinion this By-law and amendment are antiquated and obsolete, and therefore, should be repealed.

It is further recommended that the following suggested "Street Tree By-law", or one which, in the opinion of the City Legal Department would be equally effective, be enacted:

CITY OF VANCOUVER

STREET TREE BY-LAW NO. —

A By-law to regulate the planting, removal and replacement, and care, including pruning and spraying of street trees in the City of Vancouver.

The Mayor and Council of the Corporation of the City of Vancouver in open meeting assembled hereby enact as follows:

1. This By-law may be cited as the "Street Tree By-law".

2. In this By-law, unless the context otherwise requires, the following words, terms, and expressions shall have the respective meanings hereinafter assigned to them, that is to say:

- (1) "Board" shall mean the Vancouver Board of Park Commissioners.
- (2) "Civic Forester" shall mean the forester appointed as herein provided and exercising the powers conferred by this By-law.
- (3) "Corporation" shall mean the Corporation of the City of Vancouver.
- (4) "Council" shall mean the Vancouver City Council.
- (5) "Street" shall mean all property dedicated or intended for public or private purposes or subject to public easements and shall include: highway, road, lane, alley, place and square, or expressway.

3. The City Council hereby delegates the authority to the Vancouver Board of Park Commissioners to plant, maintain and care for all street trees within the corporate limits of the City of Vancouver.

4. The Board of Park Commissioners shall from time to time appoint a Civic Forester who shall be competent to advise the Board on all matters pertaining to the planting and care of street trees and who shall be responsible to the Board and its management. Such Civic Forester shall have and exercise the powers conferred by this By-law.

5. The Civic Forester shall have supervision of and care over all trees now or hereafter planted or growing on any street, and it shall be his duty to enforce the provisions of this By-law.

6. The Civic Forester shall have authority, and is authorized to exercise it in respect to the "heading" to a suitable height above the sidewalk, of all trees planted for shade purposes or landscape effect, in order that the lower branches of such trees may not impede the progress of persons using the sidewalks or street allowance.

7. The Civic Forester shall exercise his authority to prevent the planting of varieties of trees named in this By-law as being undesirable for planting as street trees due to their habits of producing cones, fruits or leaves which litter the sidewalks, or root systems which damage the sidewalks, curbs and gutters or road pavements; and no person shall plant on any street any of these prohibited varieties.

8. The Civic Forester shall see that streets of certain widths are planted with the variety or varieties of trees prescribed in this By-law as the most suitable for the purpose by reason of their height, spread and other varietal habits, and that the suggested distances apart, and alignment on the planting strip, are adhered to as herein designated.

9. Subject to the directions of the Board and within the limits of the money procured for such purposes, the Civic Forester may plant, or cause to be planted, trees upon the streets, and may trim, prune, or cause to be trimmed, all trees on private property, the branches of which extend over a street.

10. The Civic Forester shall cut down and remove forthwith or cause to be cut down and removed, all decayed trees upon the streets.

11. The Civic Forester shall cut down and remove forthwith every tree which has been injured by storms or from other causes in such a manner as to impede traffic, or to render the same a source of danger to persons or property.

12. Where all, or more than one-half of the total number of the trees planted on any street, or on one side thereof, are of a certain species or variety, the Civic Forester may require that all trees proposed to be planted on such street or upon one side thereof, shall be of the same species and variety as the trees, or the greatest number of the trees, already planted thereon.

13. Subject to the provision of this By-law the owner of land adjacent to a street may plant trees

upon the portion thereof contiguous to his land, upon obtaining the consent in writing of the Civic Forester.

14. The Civic Forester may refuse to permit the planting of trees or the planting of any one or more species or variety of trees, upon any street or part thereof, where, by reason of the nature of the pavements, walks, sewers, and other works thereon, or the use to which the lands abutting on such street are put, or in consequence of the extent and nature of the traffic thereon, or the insufficient breadth thereof, or by reason of the existence of rock or unfertile soil thereunder, the planting of shade trees thereon would be impractical or dangerous to traffic, or constitute a nuisance upon such street.

15. No tree shall be so planted that the same is or may become a nuisance or obstruct the reasonable use of the street.

16. Any tree planted on a street contrary to the provisions of this By-law may be removed by the Civic Forester, without notice or recompense.

17. Trees planted on the street shall be located at such distance from the street line, or from the sidewalk, as may be determined by the Civic Forester under the provisions of this By-law.

18. The Board may instruct the Civic Forester to remove, transplant or cut down, or cause to be removed, transplanted or cut down, any tree planted or growing on any street after forty-eight (48) hours' notice, in writing, to the occupant of the land opposite to which such tree is planted or growing, and the Corporation shall, in such case, not be liable to pay compensation to the owner or occupant of such land.

19. The notice mentioned in Section 18 may be given by leaving it with an adult resident upon the land, or if the land is unoccupied, by posting it in a conspicuous place upon the land.

20. Every person having a contract with the Corporation for the performance of any work upon the streets shall, in executing such contract or work, avoid injuring any tree, but if he shall find it impossible to carry out such work without injuring a tree or trees, he shall apply in writing to the Civic Forester for instructions.

21. Except as is herein otherwise provided, no person shall injure, remove or cut down any tree planted or growing on any street, and no person shall attach by any metal fastener or adhesive, any posters, signs, notices or placards on any tree planted or growing on any street.

22. The list of trees recommended for planting on city streets, attached hereto, shall be considered an integral part of this By-law.

23. Any person who ties or fastens any animal to, or who injures or destroys a tree planted or growing on a street, or who suffers or permits any animal in his charge to injure or destroy, or who cuts down or removes any such tree contrary to the provisions of this By-law, or without first having obtained permission in writing so to do, from the Civic Forester, shall incur a penalty not exceeding Twenty-five (25) dollars, recoverable under the Summary Convictions Act. One-half the penalty shall go to the person laying the information and the other half shall be paid to the Board.

24. Subject to the provisions of Section 23, any person convicted of a breach of the provisions of this By-law shall forfeit and pay at the discretion of the convicting Magistrate, a penalty not exceeding (exclusive of costs) the sum of Fifty (50) dollars for each offense and in default of payment of the said penalty and costs forthwith, the said penalty and costs, or costs only, may be levied by the distress and sale of the goods and chattels of the offender; and in the case of there being no distress found, out of which said penalty can be levied, the convicting Magistrate may commit the offender to the common gaol, with or without hard labor, for any period not exceeding Six (6) calendar months, unless the said penalty and costs (if any), including the costs of the said distress and the committal and conveyance of the offender to the said gaol, are sooner paid.

25. This By-law shall go into force and take effect on and after date of the passing thereof.

Done and passed in open Council, this

day of A.D. 19.....

Signed.....
Mayor

Signed.....
City Clerk

(SEAL)

LIST OF TREES SUITABLE FOR PLANTING ON CITY STREETS, RECOMMENDED IN SECTION 22:

FOR STREETS 40 AND 66 FEET WIDE:

VARIETY OF TREE	BOTANICAL NAME	DISTANCE BETWEEN TREES	
Flowering Ash	<i>Fraxinus Ornus</i>	25 "	30 "
Mountain Ash	<i>Pyrus aucuparia</i>	25 "	30 "
Flowering Cherry	<i>Prunus speciosa</i> (sterile forms only)	20 "	30 "
Golden Chain (new type)	<i>Laburnum Vossii</i>	20 "	30 "
Magnolia	<i>Magnolia speciosa</i> (coloured flower)	25 "	30 "
Purple Leaf Plum	<i>Prunus cerasifera pissardi</i>	25 "	30 "

FOR STREETS 66 FEET WIDE:

Birch, White Cutleaf	<i>Betula alba laciniata</i>	30 to 40 feet
Catalpa	<i>Catalpa speciosa</i>	35 " 40 "
European Linden	<i>Tilia vulgaris</i>	30 " 40 "
Maiden-hair Tree	<i>Ginkgo biloba</i>	30 " 40 "
Maple, Norway	<i>Acer platanoides</i>	35 " 40 "
Maple, Sugar	<i>Acer saccharum</i>	40 " 50 "
Maple, Sycamore	<i>Acer pseudo-platanus</i>	35 " 40 "
Oak, Pin	<i>Quercus palustris</i>	30 " 40 "
Oak, Red	<i>Quercus rubra</i>	35 " 40 "
Oak, Scarlet	<i>Quercus coccinea</i>	35 " 40 "
Tree of Heaven	<i>Ailanthus glandulosa</i>	35 " 40 "
White Ash	<i>Fraxinus americana</i>	30 " 40 "

FOR STREETS 80 AND 100 FEET WIDE:

American Basswood or Linden	<i>Tilia americana</i>	60 " 75 "
American Elm	<i>Ulmus americana</i>	60 " 75 "
Silver Maple	<i>Acer dasycarpum</i>	50 " 60 "
Plane (American)	<i>Platanus occidentalis</i>	50 " 60 "
White Oak	<i>Quercus alba</i>	50 " 60 "

OPTIONAL TREES NOT HIGHLY RECOMMENDED

Horse Chestnut	<i>Aesculus hippocastanum</i>	35 " 40 "
Evergreen Trees	Certain special types.	
Japanese Walnut	<i>Juglans sieboldiana</i>	35 " 40 "

TREES NOT RECOMMENDED BECAUSE OF BAD HABITS:

Acacia	Sucker too much.
Alders	Forest trees; not suitable for streets; short lived.
Eastern Chestnut	Subject to disease.
Evergreen Trees	Many types not suitable.
British Columbia Broad-leaved Maple	Forest trees; large root systems break sidewalks.
Poplar	Short lived and weak.
	Not suitable for several reasons.

APPENDIX II.

NOTES ON CARE OF TREES ON CITY STREETS

1. THE SELECTION OF PROPER VARIETIES

The By-law prescribes both the varieties to be used and the distances between the trees. This is necessary in order to lessen the cost of sidewalk repair which is often due to the abnormal root growth and pressure of varieties not suitable for city streets. Other varieties are too large for those boulevard strips which are overhung by telephone and light wires. Mutilated trees are an eye-sore. As one authority states, "As important as the task of planting shade trees, is the problem of selecting the proper species."

2. THE APPEARANCE OF THE STREET.

Cities gain in reputation largely due to their appearance—"One of the material aids to the health and attractiveness of cities and towns is trees." In the drafting of a Street Tree By-law, most cities, in framing such a by-law, have in mind the factors

which both add to this attractiveness, and at the same time lessen the costs for Street Tree maintenance.

Maintenance costs over each year, and especially for a long-term period, are influenced by the following factors:

1. The type of tree used.
2. Proper pruning practices.
3. The longevity of the variety used.
4. The leaf and fruiting habit of the variety used.
5. The suitability of certain soils for certain varieties.
6. The height the tree is headed above the sidewalk.
7. Also other factors that are discussed in a small pamphlet which many cities print and make available to all interested citizens.

